International Civil Aviation Organization

Fifth Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/5)
(Bangkok, Thailand, 16 – 19 September 2014)

Agenda Item 5:   Presentation – State/Industry/ICAO

RASG ACTIVITIES IN OTHER REGIONS

(Presented by the Secretariat)

EXECUTIVE SUMMARY
This Paper provides an update on the activities of Regional Aviation Safety Groups (RASGs) in ICAO Regions other than the APAC Region. **Action**: The RASG is invited to note and discuss the information contained in this working paper.

Strategic Objectives:	This paper relates to Strategic Objective A: ***Safety*** *– Enhance global civil aviation safety.*
References:	**RASG Meetings** **1.** RASG-AFI/2, Dakar (Senegal), 1 and 2 November 2013 (http://www.icao.int/WACAF/Pages/rasg-afi.aspx) **2.** RASG-APAC/3, Bangkok (Thailand), 27 and 28 June 2013: Restricted (https://portal.icao.int/RO_APAC/Meetings/Pages/2013-RASG-APAC3.aspx) **3.** RASG-EUR/03, Paris (France), 25 and 26 February 2014: (http://www.paris.icao.int/documents_open_rasg-eur/files.php?subcategory_id=152) **4.** RASG-PA/6, San Jose (Costa Rica), 27 and 28 June 2013 (http://www.rasg-pa.org/) **5.** RASG-MID/3, Kuwait, 27 to 29 January 2014 (http://www.icao.int/MID/Pages/rasgmid.aspx) **Regional Annual Safety Reports** **6.** APAC Annual Safety Report, first edition, June 2013 (see RASG-APAC/3 WP/4: https://portal.icao.int/RO_APAC/Meetings/Documents/safety%20report2013.pdf) **7.** ICAO EUR region Annual Safety Report, first edition to be published by the end of May 2015 **8.** RASG-MID Annual Safety Report, first edition, November 2012 (http://www.icao.int/MID/Pages/rasgmid.aspx) **9.** RASG-PA Annual Safety Report, third edition, April 2013 (http://www.rasg-pa.org/) **RASG Procedural Handbooks** **10.** RASG-AFI (see RASG-AFI/1 WP/6 and RASG-AFI/2 WP/4: (http://www.icao.int/WACAF/Pages/rasg-afi.aspx) **11.** RASG-APAC (See APRAST/4, WP-07 AI_6 - Proposed changes to APRAST structure) **12.** RASG-EUR, second edition (http://www.paris.icao.int/documents_open_rasg-eur/files.php?subcategory_id=152) **13.** RASG-PA http://www.rasg-pa.org/RASGPA/RASGPAProceduralHndbkEN.pdf **14.** RASG-MID Procedural Handbook , third edition (see RASG-MID/3 WP/23: http://www.icao.int/MID/Pages/rasgmid.aspx)

1.   **INTRODUCTION**

1.1   On 25 May 2010, with the aim of supporting a regional performance framework for the management of safety, the 190th Session of the Council of ICAO approved the establishment of the following Regional Aviation Safety Groups (RASGs): RASG-AFI for the African Region, RASG-APAC for the Asia and Pacific Regions, RASG-EUR for the European Region, RASG-MID for the Middle East Region, and RASG-PA for the Caribbean, South American and North American Regions (including Central America). This paper provides an update on RASG activities in the other regions.

2.   **DISCUSSION**

2.1   This Paper presents a summary of RASG achievements in the different regions, for the benefit of the other RASGs.   The lessons learned and best practices of the PIRGs and RASGs, as well as comments in this regard resulting from the ICAO Air Navigation Commission (ANC) reviews of meeting reports are also included in the last paragraph for each region.

The Regional Aviation Safety Group – Africa (RASG-AFI)

2.2   The fourth meeting of Directors General of Civil Aviation of Eastern and Southern African (ESAF) and Western and Central African (WACAF) States (DGCA/4), which was held in Matsapha (Swaziland) on 8 and 9 November 2010, approved the concept of the RASG and its proposed organizational structure reflecting membership, as well as its relationship with existing cooperative development of operational safety and continuing airworthiness programme (COSCAPs) and regional safety oversight organizations (RSOOs).

2.3   The RASG-AFI was officially established in March 2012 at its first meeting (Kampala, Uganda, 26 and 27 March 2012), during which the administrative structure and terms of reference of the group were agreed. The meeting elected key officials to the positions of Chairperson, Vice Chairpersons and Industry Representative of the group. The meeting also elected Champions of the established subsidiary bodies, called the *Safety Support Teams*. In total, four Safety Support Teams were established in line with the identified areas of priority:

> a) Significant Safety Concerns (SSCs), with the objective of providing assistance to States for the timely resolution of SSCs;
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> b) Fundamentals of Safety Oversight (FSO), for the establishment of effective safety oversight systems;
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> c) Accident Investigation (AI), to facilitate and coordinate support towards the establishment of effective regional accident investigation organizations (RAIO); and
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> d) Emerging Safety Issues, including runway safety, loss of control (LOC) and controlled flight into terrain (CFIT).

2.4   The Second Meeting of the RASG-AFI was held in Dakar, Senegal in November 2013. This meeting approved the terms of reference of the Safety Support Teams and the proposed RASG-AFI work programme, which was developed based on the prioritization of key safety issues and safety targets adopted by the Abuja Ministerial Meeting in July 2012. The meeting also adopted the AFI Regional Safety Performance Dashboard, which would facilitate the monitoring of progress of Abuja aviation safety targets implementation. The current RASG-AFI organization is at Attachment A hereto.

2.5   The First Meeting of the RASG-AFI Steering Committee was conducted via teleconference on 13 February 2013. During this meeting, the committee was presented with a status report on the progress towards the achievement of the AFI Safety Targets adopted by the Abuja Ministerial Conference (July 2012) and monitored through the AFI Regional Safety Performance Dashboard. The steering committee's attention was drawn to the current (February 2014) overall level of effective implementation (EI) of 40.79% by RASG-AFI member States, versus the world average of 61.78%. The Committee established the Annual Safety Report Team (ASRT) with the following core members: Airports Council International (ACI) – Africa, the African Civil Aviation Commission (AFCAC), the African Airlines Association (AFRAA), Airbus, Boeing, the Civil Air Navigation Services Organisation (CANSO)/the Agency for Air Navigation Safety in Africa and Madagascar (ASECNA) and the International Air Transport Association (IATA). Other stakeholders will be co-opted on the basis of expressed interest and need.

2.6   The steering committee endorsed a proposed runway safety project aimed at achieving the Abuja safety target with respect to the reduction of runway-related accidents and serious incidents. The project called for the establishment of a GO-Team, comprised of members from ICAO, IATA and ACI, that would visit a selected number of aerodromes to assist in the establishment and training of local Runway Safety Teams (RSTs). It was agreed that Kinshasa Airport would be the first beneficiary under the project, which would be supported by existing funding that had been provided by IATA for such an activity. The tentative date of deployment of the first Runway Safety GO-Team to Kinshasa was 7 to 11 April 2014.

2.7   In its analysis of the RASG-AFI/2 report, the ANC commended as best practices the back to back PIRG and RASG meetings for easy and quick coordination and the RVSM safety coordination between PIRG and RASG.

2.8   RASC/AFI held its second teleconference on 19 March 2014. The meeting reviewed the implementation modalities of the Runway Safety project with respect to the number of GO-TEAMs to be established and the number of airports to be targeted in the first phase of the project. The meeting also reviewed and adopted the draft Terms of Reference (TORs) of the GO-TEAM. It was agreed that the GO TEAM will be supported with a presentation pack, including a field handbook, presently under development by ICAO and IATA.

2.9   In order to reinforce the AFI CIS programme as well as the Regional Office Safety Teams (ROSTs) and support the work of the National Continuous Monitoring Coordinators (NCMCs),it was agreed that high level State officials should be sensitized by the RASG-AFI Chairman; implementation progress at the technical level be monitored by the Secretariat and the Champions using the ICAO dashboards; and seminars on State Aviation Safety Tools (SAST) be should be continuously supported and promoted .

2.10   With regards to the work of the SST-Accident Investigation, it was agreed that similar to the Runway Safety GO-TEAM concept, a project should be developed to incorporate the idea of a tool kit comprising a generic set of the basic law, legislation relating to accident investigation, a set of model regulations in conformance with the provisions of Annex 13, a generic accident investigation handbook, guidance on recommended training, acquisition of minimum equipment and data collection system such as ECCAIRS at national level. In order to help States in their efforts to address AI deficiencies, the meeting adopted the following: a tool kit approach which would require the establishment of a reporting system (ECCAIRS) and support for a collaborative scheme at regional level; encourage conclusion of agreements/MOUs with existing Regional Accident Investigation Agencies or bilateral arrangements with established national accident investigation agencies; the establishment of a nucleus / focal point for coordination of AIG issues at the national level in each State.

The Regional Aviation Safety Group – Asia and Pacific (RASG-APAC)

2.11   The Forty-seventh Meeting of Directors General of Civil Aviation of the APAC Regions (DGAC/47), held in Macau (China) from 25 to 29 October 2010, agreed to the establishment of the RASG-APAC. The RASG's First Meeting was held in Noumea (New Caledonia) on 10 and 11 October 2011.

2.12   The RASG-APAC elected a structure similar to that of APANPIRG, whereby the Chairperson and Vice Chairpersons are elected from amongst member States. Contributing bodies such as working groups and ad hoc groups report to the RASG-APAC through the Asia/Pacific Regional Aviation Safety Team (APRAST), which is a subsidiary body that is co-chaired by a member State and an industry partner. The RASG-APAC agreed to establish two ad hoc working groups (AWGs): the Safety Reporting and Programme WG (APAC-SRP) and the Accident Investigation WG (APAC-AIG). The current RASG-APAC organization is at Attachment B hereto. There will be an election of RASG-APAC Chair and Vice-chair at RASG-APAC/4 in November 2014 as the 3-year term of previous office bearers is up. The RASG-APAC structure described in Attachment B will change if the proposal for re-structuring of APRAST is approved at RASG-APAC/4.

2.13   The APRAST's Safety Reporting and Programme ad hoc working group published the first-ever *APAC Safety Report*. The report, in addition to identifying the significant factors contributing to fatal accidents in the area, highlighted the APAC Region's status related to global safety targets.

2.14   A set of model regulations and guidance material on controlled flight into terrain (CFIT) issues, an advisory circular that provides guidance on crew resource management (CRM) training programmes for flight crew members and other personnel essential to flight safety, and an advisory circular that provides guidance to assist air operators in the development and conduct of approach and landing accident reduction (ALAR) and CFIT training programmes, were approved for circulation to Member   States.   They   are   posted   on   the   ICAO   APAC   website   at http://www.icao.int/APAC/Pages/edocs.aspx , under "FS" (flight safety).

2.15   In the area of runway safety, on the direction of the RASG-APAC, the Secretariat issued State letter , endorsing the training material developed and presented by CANSO and encouraging States to download the material from that organization's website. The RASG-APAC also approved the *Industry Best Practices Manual for Timely and Accurate Reporting of Runway Conditions by ATS/AIS to Flight Crew* (Version 4.0, dated 12 June 2013) as a reference document for the APAC Region. The manual is posted on the ICAO APAC website (http://www.icao.int/APAC/Pages/edocs.aspx, under "FS").

2.16   A model advisory circular on the prevention of loss of control (LOC) occurrences was approved and posted on the ICAO APAC website (http://www.icao.int/APAC/Pages/edocs.aspx, under "FS").

2.17   The RASG-APAC approved the terms of reference (ToR) for the Information Analysis Team (IAT), which is to be established under the SRP AWG with the primary responsibility of analysing the emerging safety issues in the region. The IAT was created with volunteers from Australia, Singapore and ICAO APAC.

2.18   The meeting also approved a standardized list of information that may be exchanged among licensing authorities for authentication for the conversion of foreign licences. The RASG also approved that such exchanges be accepted as a best practice for implementation within the APAC Region. The ICAO Regional Office, Bangkok issued State letter to inform States of the above. The list is posted on the ICAO APAC website (http://www.icao.int/APAC/Pages/edocs.aspx, under "FS").

2.19   The RASG-APAC reviewed the Regional Safety Priorities and targets presented at RASG-APAC/3 and directed APRAST to finalize them for circulation to the RASG for comments, incorporate any comments received, and submit the final version to the RASG Chair for consideration prior to March 2014. However, due to logistical and administrative difficulties, the target date to develop draft priorities and targets was delayed. The comments phase is complete and the proposed regional priorities and targets incorporating the comments are being prepared for submission to the RASG-APAC Chair. The priorities and targets will be completed at RASG APAC/4 in November 2014.

2.20   The RASG-APAC approved the Foreign Air Operator Surveillance Database, which had been developed and installed on the ICAO website by a software team from the Republic of Korea (ROK). Initial testing has been successful and a demonstration of the functionalities of the database will be carried out during the APRAST/4 (April 2014), followed by a training session for participating States that will be co-facilitated by ICAO and the ROK. The first FAOSD user-training workshop is scheduled for November 2014.

2.21   Finally, the APAC AIG, a subsidiary body of the RASG APAC, held its first meeting since having evolved from the AIG AWG to the APAC AIG, a permanent body.

2.22   In its analysis of the RASG-APAC/3 the ANC commended as best practices the back to back RASG and DGCA meetings for quick reporting and approvals, the application of the US CAST methodology and agreed that the Regional Annual Aviation Safety Reports should be public.

The European Regional Aviation Safety Group (RASG-EUR)

2.23   The high-level meeting of European (EUR) Directors General of Civil Aviation, held on 15 and 17 February 2011, agreed to the establishment of the European Regional Aviation Safety Group (RASG-EUR) for the entire ICAO EUR Region. A meeting regarding the actual establishment of the RASG-EUR was convened in Paris in May 2011. The first meeting of the RASG-EUR (RASG-EUR/01) took place in Paris (France) in January 2012.

2.24   The RASG-EUR Co-ordination Group (RCOG) was established by RASG-EUR/01 to coordinate RASG-EUR activities. The coordination group met twice in 2012, with the participation of experts from various States in the region, as well as experts from the European Aviation Safety Agency (EASA), the European Civil Aviation Conference (ECAC), the European Organisation for the Safety of Air Navigation (EUROCONTROL), the Interstate Aviation Committee (IAC), Flight Safety Foundation International (FSFI), CANSO, the International Federation of Air Line Pilots' Associations (IFALPA) and the International Coordinating Council of Aerospace Industries Associations (ICCAIA). These meetings worked mainly to propose principles, priorities and a working structure to support the activities of the RASG-EUR, taking into account the need to avoid duplication of existing mechanisms and safety teams, particularly in the area of the European Union (EU)/EASA. As a result of these two RCOG meetings, a number of priority issues were identified and the creation of an ICAO EUR Regional Expert Safety Team (IE-REST) was recommended to the RASG-EUR, to support the development and implementation of safety enhancement initiatives (SEIs) and activities for the part of the ICAO EUR Region that is not covered by the EU/EASA regulatory framework. This area comprises 25 of the 56 States that form the ICAO EUR/NAT Region. It was also agreed that membership to the IE-REST would be extended to experts from outside the IE-REST area, to facilitate the sharing of information and best practices. The IE-REST has consequently benefited from the participation of experts from EASA, Austria, France, Finland, Latvia, the United Kingdom and the United States.

2.25   The second meeting of RASG-EUR (RASG-EUR/02, February 2013) agreed to establish the IE-REST as proposed by the RCOG, with the IE-REST reporting to the RASG-EUR via the RCOG and being co-chaired by a State representative and an industry representative. The meeting also approved the RASG-EUR Procedural Handbook, endorsed overall priorities for the RASG-EUR work programme and agreed to promote the "multi-labelling" of safety events in the ICAO EUR Region, as well as to strengthen cooperation with the European Commercial Aviation Safety Team (ECAST) and the EASA Network of Analysts (NoA) through exchange of information and participation in meetings as observers. The current RASG-EUR organization is at Attachment C to this paper.

2.26   During its first meeting in June 2013, the IE-REST assessed the priorities within the IE-REST geographical area and decided to create the following IE-REST groups:

i)   the IE-REST Pilot Training Group (IE-PTG), to address issues and develop SEIs related to pilot training;

ii)   the IE-REST Runway Safety Group (IE-RSG), to address issues and develop SEIs related to runway safety, including support to the establishment and operation of Local Runway Safety Teams (LRSTs);

iii)   the IE-REST Flight Data Analysis and Air Operator Safety Management System Group (IE-FDG), to address issues and develop SEIs related to flight data analysis and air operators' safety management systems (SMS); and

iv)   the IE-REST Taxonomy and Safety Data Analysis Group (IE-TSG), to address issues and develop SEIs related to safety data taxonomy, including the translation of the ICAO ADREP/ECCAIRS taxonomy in Russian language, and safety data analysis.

2.27   The IE-REST met for the second time in September 2013. The meeting adopted terms of reference for its four ad hoc groups and agreed on draft SEIs, detailed implementation plans (DIPs) and outputs, to be launched in the IE-REST geographical area, for presentation to RCOG/03 and subsequently to RASG-EUR/03.

2.28   The third meeting of the RCOG (RCOG/03, December 2013) reviewed and amended the proposed SEIs, DIPs and outputs, and agreed on draft priority safety targets and metrics to be presented to RASG-EUR/03. The meeting also decided to form a break-out group to review the various aspects related to the development of an annual safety report for the ICAO EUR Region.

2.29   The third meeting of the RASG-EUR (RASG-EUR/03) was held in Paris (France) from 25 to 26 February 2013. The meeting agreed on six priority safety targets and metrics for the ICAO EUR Region and adopted all eight proposed SEIs, with the associated DIPs and outputs, without change.

2.30   Considering that more work was still needed to review the various aspects related to the production and publication of an annual safety report for the ICAO EUR Region, RASG-EUR/03 decided to establish the RCOG Reporting Ad hoc Group (R-REP) to work on these issues, and mandated the RCOG to make proposals to RASG-EUR/04 regarding the parts of the report to be made public. The R-REP was also tasked with ensuring that the first annual safety report for the ICAO EUR Region is developed and published by the end of April 2015 (since then pushed to end May 2015, due to current data availability timeframes).

2.31   The IE-REST/03 was held in April 2014, with two days of plenary meetings following two day of IE-RSG and IE-TSG workshops (the two workshops were organized in parallel). The IE-REST/04 will be held in September 2014, with the first two days dedicated to an IE-PTG workshop and the last two days for the plenary meeting.

2.32   In addition, a three-day regional seminar on Flight Data Analysis (FDA) Programmes will be conducted in Moscow in September 2014, co-organized by the IE-REST and the Cooperative Development of Operational Safety and continuing Airworthiness – Commonwealth of Independent States (COSCAP-CIS), with the support of Airbus.

2.33   The IE-REST/04 will be held in Almaty, Kazakhstan, from 23 to 26 September 2014 and will include a pilot training workshop on the first two days. The RCOG/04 will be held on 05-06 November 2014 and the RASG-EUR/04 on 25-26 February 2015.

2.34   In its analysis of the RASG-EUR/02 and RASG-EUR/03 reports, the ANC commended the coordination between the RASG-EUR and existing regional safety organisations, the increased participation of State CAAs in RASG-EUR meetings and work, the RASG-EUR methodology and template for Safety Enhancement Initiatives (SEIs), the RASG-EUR's involvement in the update of the Global Aviation Safety Plan (GASP) and the RASG-EUR Procedural Handbook.

The Regional Aviation Safety Group – Middle East (RASG-MID)

2.35   RASG-MID has been established following the ICAO Council directive and the Middle East Directors General of Civil Aviation meeting agreement (DGCA-MID/1, United Arab Emirates, 22 - 24 March 2011. The First Meeting of the Middle East Regional Aviation Safety Group (RASG-MID/1) was hosted by the Ministry of Civil Aviation of Egypt in Cairo, Egypt, from 18 to 19 September 2011.

2.36   Following the second meeting of the RASG-MID (RASG-MID/2, November 2012), the RASG-MID Steering Committee (RSC) held its Second Limited Meeting (February 2013) to agree on the work plans of the teams (i.e. the MID-ASRT, MID-RAST and MID Safety Support Team (SST)). The current RASG-MID organization is at Attachment D hereto.

2.37   In accordance with the RASG-MID work programme, ICAO and IATA jointly organized the First MID Safety Summit in Bahrain (April 2013). The summit developed the MID Region Safety Strategy with clear Safety Objectives and targets in line with the new 2013 Global Aviation Safety Plan (GASP), although the GASP was officially endorsed by the 38th Session of the ICAO Assembly later in September 2013. The MID Region Safety Strategy was endorsed by the DGCA-MID/2 Meeting (May 2013).

2.38   In order to promote the RASG-MID and support the implementation of State Safety Programmes (SSP)/safety management systems (SMS) in the MID Region, ICAO and IATA jointly organized the Safety Management Workshop in Oman (June 2013). The workshop provided an overview of the safety management concept, the SMS/SSP frameworks and phased approach to implementation in the region, including action plans. It discussed safety data sharing challenges, tools and recommendations to enhance sharing of information on national and regional levels.

2.39   The RSC had its second meeting in June 2013 to review a draft of the Second Annual Safety Report providing comments, review and update the safety enhancement initiatives and detailed implementation plans and developed the RASG-MID work programme for 2014.

2.40   The RASG-MID/3 Meeting was held in January 2014. The meeting endorsed the Second MID Region ASR, which revealed that the three focus areas (FAs) in the MID Region were: runway and ground safety (RGS), loss of control in-flight (LOC-I) and controlled flight into terrain (CFIT). It endorsed three safety enhancement initiatives for each FA. The meeting also endorsed one detailed implementation plan for the top-priority SEI related to RGS and CFIT. However, the meeting agreed that the DIP related to LOC-I should be further reviewed and finalized, taking into consideration the outcome

of the LOC-I Symposium (Montreal, 20 to 22 May 2014) and the guidance material contained in the *Manual on Aeroplane Upset Prevention and Recovery* (Doc 10011), which was to be published during the first quarter of 2014.

2.41   With regard to other emerging areas (low priority) such as hard landing, gear-up landing/gear collapse, in-flight damage, call-sign confusion and laser attacks, RASG-MID/3 agreed that these risks should be addressed under the "Emerging Risks Area" within the framework of the MID-RAST.

2.42   With respect to the work programme of the MID-SST, which was established by RASG-MID/2 to handle safety issues not directly linked to the FAs, such as SMS/SSP, Universal Safety Oversight Audit Programme (USOAP)-continuous monitoring approach (CMA), accident investigation (AIG) and English language proficiency (ELP), RASG-MID/3 endorsed the SEIs developed by the MID-SST. It was agreed that effort should be put toward the establishment of a regional safety oversight organization (RSOO) to support States in the implementation of SSP in an expeditious manner, which was the main DIP endorsed by the meeting.

2.43   The RASG-MID/3 meeting agreed with the fourteenth meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/14) regarding the transfer of aerodrome safety activities from MIDANPIRG to RASG-MID, and accordingly established the Runway and Ground Safety Working Group (RGS WG) to address all aerodrome safety issues. The meeting also agreed to the establishment of a GO Team to expedite the establishment of Runway Safety Teams in the MID Region and agreed that the Second Regional Runway Safety Seminar (MID-RRSS/2) would be the platform to launch the GO Team.

2.44   In coordination with IATA, the ICAO MID Regional Office organized a workshop on wildlife and foreign object debris (FOD) control. It was hosted by Egypt and convened in Cairo from 24 to 26 March 2014. The workshop addressed wildlife and FOD hazards, risk assessment and mitigation measures.

2.45   The meeting reviewed the draft RASG-MID Engagement Strategy in order to enhance the RASG-MID's efficiency, including the active participation of its stakeholders. The RASG-MID Steering Committee will finalize the Engagement Strategy.

2.46   In its analysis of the RASG-MID/3 report, the ANC commended as best practices the transfer of aerodrome safety matters from PIRG to RASG and the PIRG and RASG coordination on safety-related issues.

The Regional Aviation Safety Group – Pan America (RASG-PA)

2.47   RASG-PA was established in November 2008 to support development and operation of a performance-based safety system in the Pan American Region.

2.48   The RASG-PA mission is to enhance civil aviation safety and efficiency in the Pan American Region through coordination and collaboration of all aviation stakeholders under ICAO leadership.

2.49   The RASG-PA vision involves all aviation stakeholders in reducing aviation safety risks in the ICAO North American, Central American, Caribbean and South American Regions through harmonized and coordinated mitigation efforts aimed at promoting implementation of safety initiatives.

2.50   RASG-PA uses the ICAO GASP as a guide to develop its work programme using a regional perspective and will assist with rollout of the new GASP and implementation of ICAO Annex 19 as mandated by ICAO.

2.51   RASG-PA membership includes representatives from all NAM/CAR/SAM States/Territories, ICAO, international organizations and industry such as: Air Safety Support International (ASSI), United Kingdom; Airports Council International (ACI); Airbus; Latin American and Caribbean Air Transport Association (ALTA); Boeing; Civil Aviation Navigation Services Organization (CANSO); Caribbean Aviation Safety and Security Oversight System (CASSOS); Corporacion Centroamericana de Servicios de Navegación Aérea (COCESNA); Eastern Caribbean Civil Aviation Authority (ECCAA), Embraer; Flight Safety Foundation (FSF); International Air Transport Association (IATA); International Federation of Airline Pilots Association (IFALPA); International Federation of Air Traffic Controllers Association (IFATCA); and Latin American Civil Aviation Commission (LACAC).

2.52   The RASG-PA Executive Steering Committee (ESC) is composed of two Co-Chairpersons representing States/Territories and international organizations/industry, respectively; four Vice-Chairpersons representing States; and representatives from international organizations. Currently, the Co-Chairpersons are Curacao and Boeing, and the four Vice-Chairpersons are Brazil, Chile, Costa Rica, and United States. ICAO is represented by the ICAO NACC (Secretariat) and SAM Regional Offices.

The current RASG-PA organization is at Attachment E hereto. In order to conduct its activities, RASG-PA has established the following teams:

> i)   Annual Safety Report Team (ASRT)
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> ii)   Aviation Safety Training Team (ASTT)
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> iii)   Information Analysis Team (IAT)
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> iv)   Pan America – Regional Aviation Safety Team (PA-RAST).

2.53   The fifth draft edition of the RASG-PA Annual Safety Report (ASR) reveals that the top three risk areas in the Pan American Region continue to be Runway Excursion (RE), Controlled Flight Into Terrain (CFIT), and Loss of Control In-Flight (LOC-I). Recently, Mid-Air Collision (MAC) was added to the list as the fourth risk area in the Region.

2.54   These four risk areas are considered among the highest priorities of the RASG-PA work programme through development of Safety Enhancement Initiatives (SEIs) and corresponding Detailed Implementation Plans (DIPs), which are voluntarily led by RASG-PA members. Several of these tasks have been successfully completed leading to the development and implementation of additional SEIs for which RASG-PA strongly advocates participation of States and other stakeholders.

2.55   It should be noted that even with limited resources and low participation by Civil Aviation Authorities in RASG-PA activities and projects, the Group has been able to successfully perform its tasks through great commitment and dedication. The main RASG-PA deliverables include but are not limited to the following:

> •   Five Pan American Aviation Safety Summits
> •   Five editions of the RASG-PA Annual Safety Report
> •   Proposal for Amendment to Aeronautical Legislation to Protect Safety Information Sources Framework
> •   Runway Excursion Risk Reduction (RERR) Toolkit (Version 2)

- Surveys on go-around policies and unstable approach mitigation
- Advanced manoeuvres manual distributed to all operators
- Eight RASG-PA Aviation Safety Workshops/Seminars
- Pilot Monitoring Toolkit
- Manual on Guidance for Maintaining Runways in Accordance with ICAO Annex 14
- Aviation safety training material on the RASG-PA website
- Standardized CFIT training across the region for operators
- RASG-PA Safety Advisories (RSAs)
- Runway Safety Teams (RSTs) implemented at several airports in Cuba; pilot programme at Mexico City International Airport (MMMX), Mexico; Montego Bay, (MKJS), Jamaica; a single RST for Trinidad and Tobago airports.
- Delivered First Aeronautical Legislation Seminar for the Protection of Safety Information
- RASG-PA signed the first MOU with the United States Commercial Aviation Safety Team (U.S. CAST) on information sharing, which allows the IAT to analyze, identify and prioritize risks in the region that require mitigation action
- RASG-PA signed a MOU with IATA on information sharing, which allows the IAT to analyze, identify and prioritize risks in the region that require mitigation action

2.56   In collaboration with several RASG-PA members, the Group is also working on various projects to enhance safety such as:

- Consistent use of Standard Spanish and English Phraseology in accordance with the ICAO PANS-ATM – Air Traffic Management (Doc 4444)
- Establishment of the Central American Accident and Incident Prevention Investigation Commission
- Flight Information Quality Assurance (FOQA) Programme in Central America
- Bird Strike Reduction Programme
- Development of Metrics to Measure the Institutional Strengths of the Civil Aviation Authorities

2.57   RASG-PA is fulfilling its objective to enhance safety in the Pan American Region by reducing duplication of effort as well as human and financial resource expenditure.

2.58   RASG-PA training material and documentation is available on the RASG-PA webpage: www.icao.int/rasgpa.

2.59   The Pan American Region faces many challenges to improve safety levels such as:

- Improve the levels of Effective Implementation (EI) of the 8 Critical Elements (CEs) according to results from the Universal Safety Oversight Audit Programme (USOAP) to the States
- Increment the human and financial resources by States
- Expedite the implementation of the ICAO State Safety Programme (SSP) and Safety Management Systems (SMS) by States and service providers respectively

2.60   RASG-PA is serving as the focal point for safety in the Pan American Region to ensure harmonization and coordination of efforts to collaboratively reduce aviation safety risk with all aviation stakeholders.

2.61   The success and continuity of RASG-PA and subsequent enhancement of aviation safety in the Region will depend on the commitment, participation and contributions of its members.

2.62   The coordination of activities and information sharing with ICAO Headquarters, GREPECAS, and the respective Regional Safety Oversight Organizations (RSOOs) at Secretariat level is key to avoid redundancy and optimize the use of resources.

2.63   In its analysis of the RASG-PA/6 the ANC commended as best practices the use of standardised and more detailed RASG meeting reporting format and the delineation of responsibility between the PIRG and RASG for ATM system safety performance.

3.   ACTION BY THE MEETING

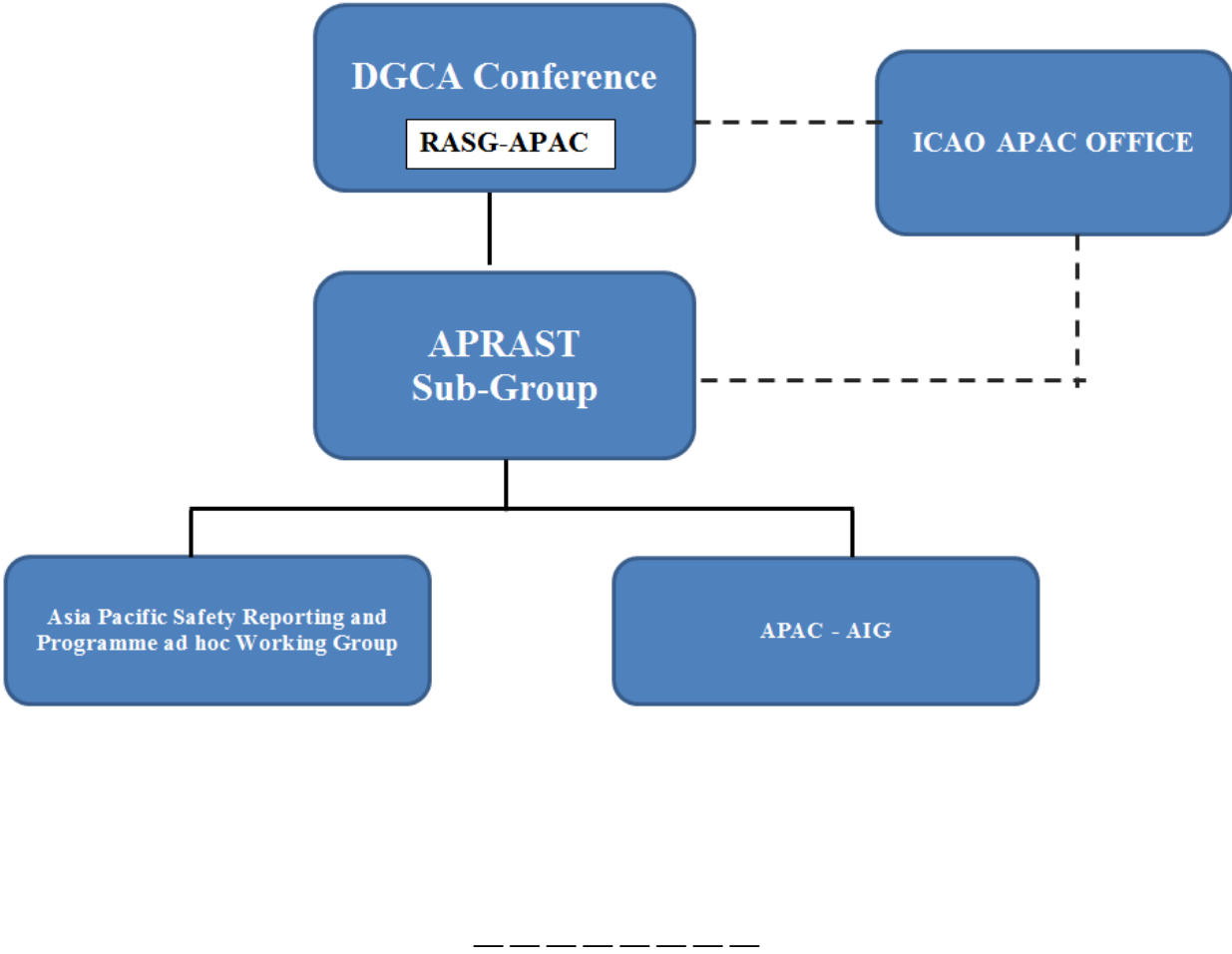3.1   The RASG is invited to note the content of this paper.

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ATTACHMENT A

RASG-AFI ORGANIZATION

Chairman: Mr. Aboubekrine Seddigh Ould Mohamed El Hacen, Director General of Agence Nationale de l'Aviation Civile (ANAC) Mauritania
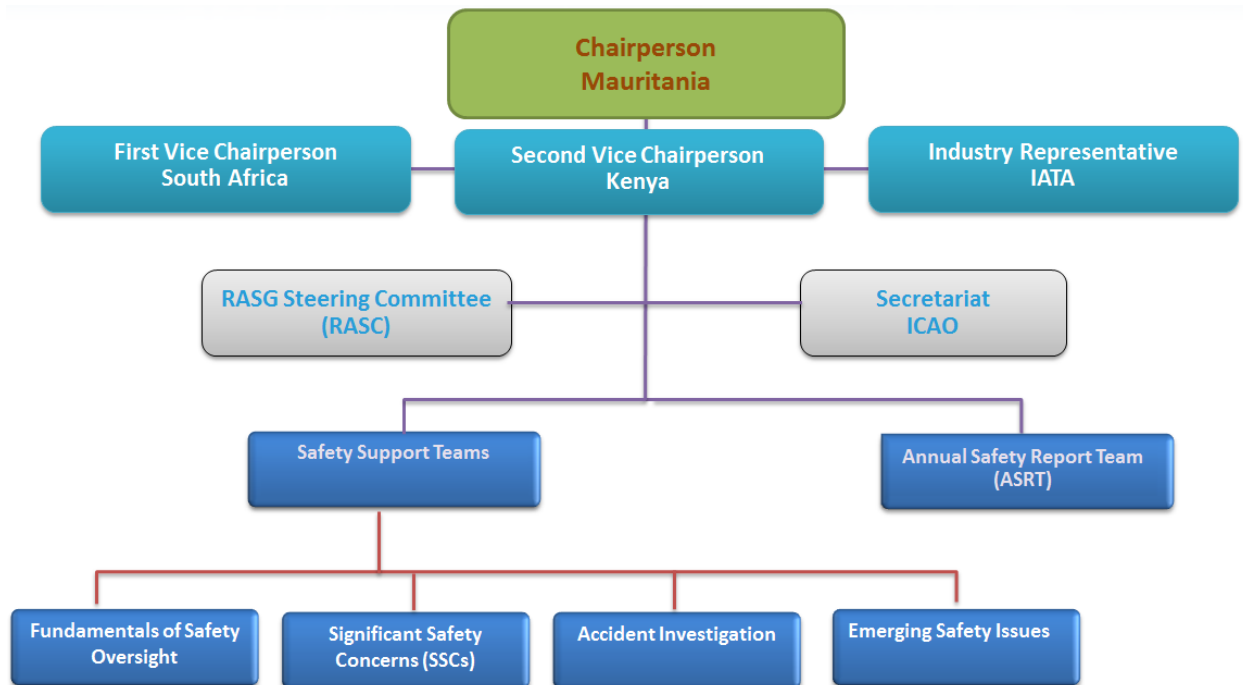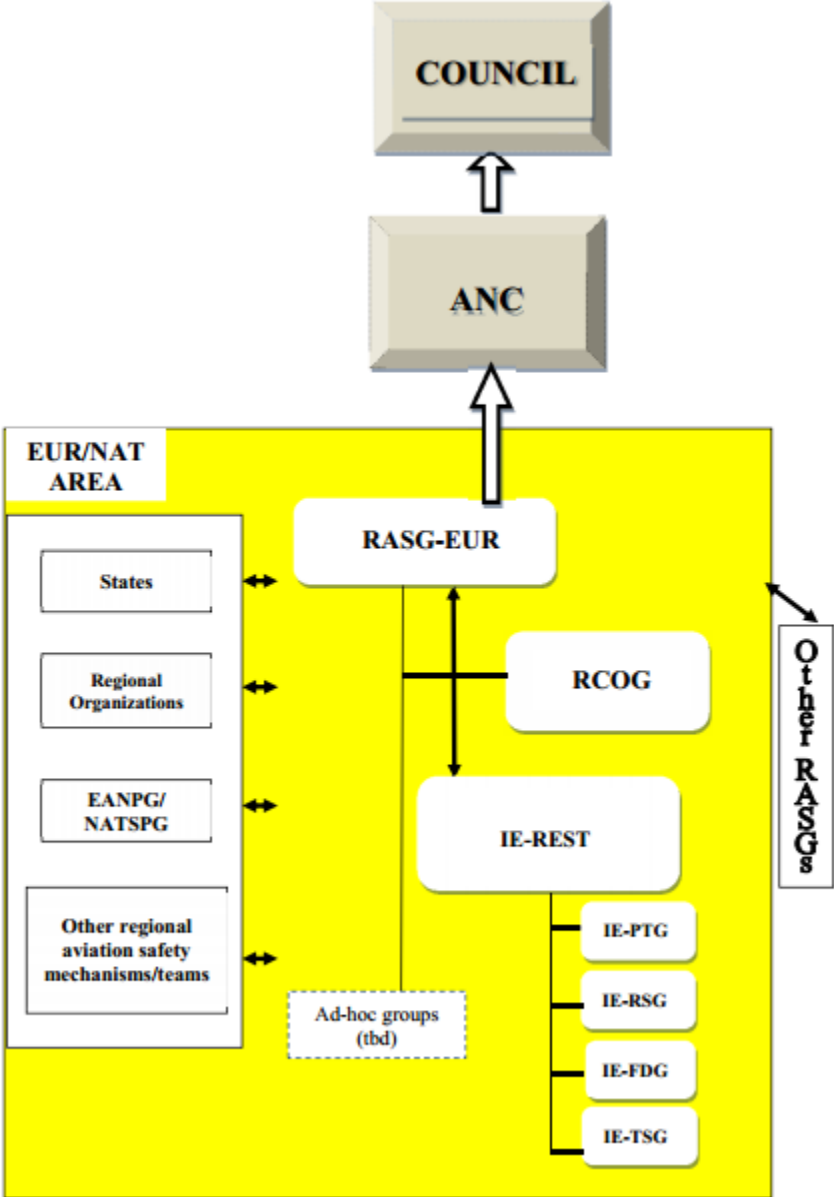
ATTACHMENT B

RASG-APAC ORGANIZATION

Chairperson: Mr. John McCormick, Director General, Civil Aviation Safety Authority, Australia

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│   DGCA Conference   │          ┌──────────────────────┐
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│  │  RASG-APAC    │  │          └──────────────────────┘
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┌─────────────────────┐
│      APRAST         │
│    Sub-Group        │-----------------------------
└─────────────────────┘

┌──────────────────────────┐      ┌──────────────────────┐
│ Asia Pacific Safety      │      │     APAC - AIG       │
│ Reporting and            │      └──────────────────────┘
│ Programme ad hoc         │
│ Working Group            │
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ATTACHMENT C

RASG-EUR ORGANIZATION

Chairperson: Mr. Gerold Reichle, Director General for Civil Aviation and Aerospace of Germany

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ATTACHMENT D

RASG-MID ORGANIZATION

Chairperson: Mr. Ismaeil Mohammed Al Balooshi, Executive Director of Aviation Safety Affairs Sector, GCAA, UAE
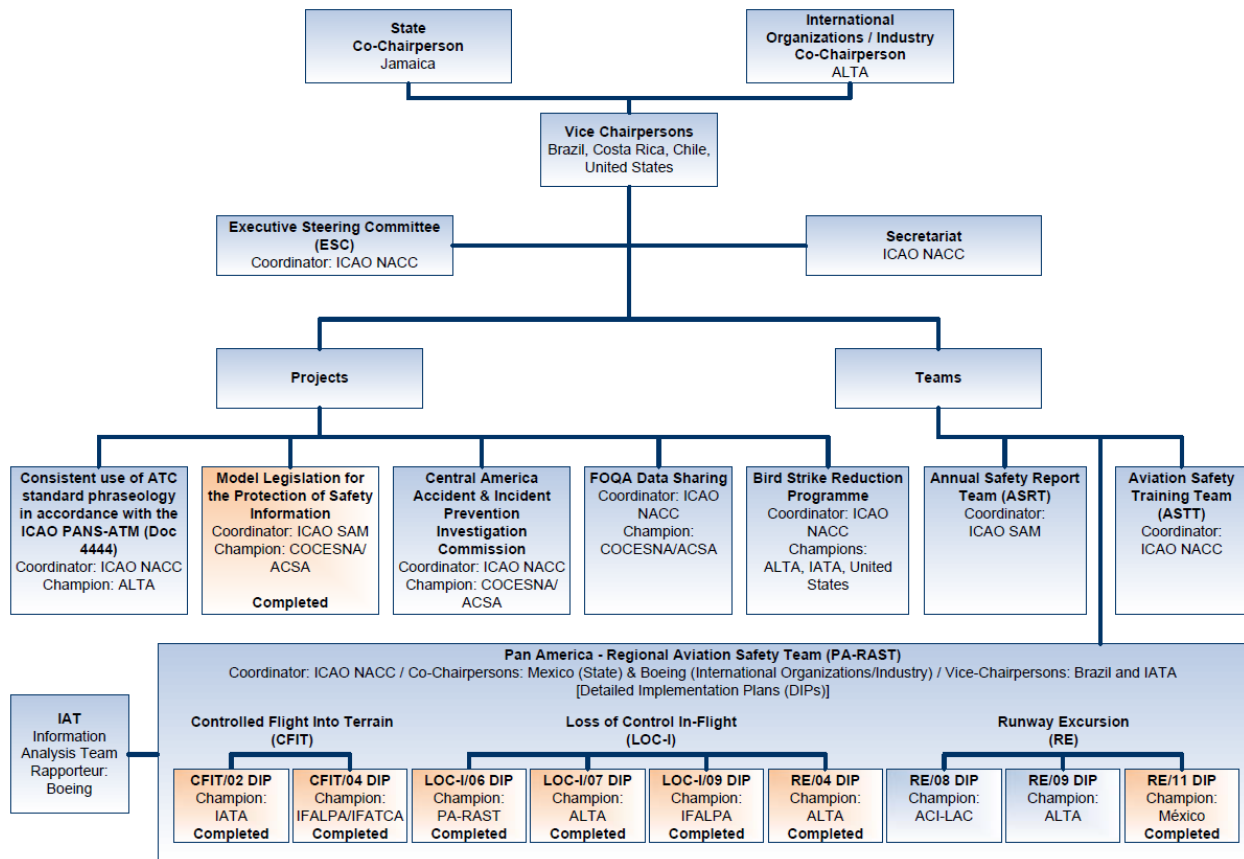

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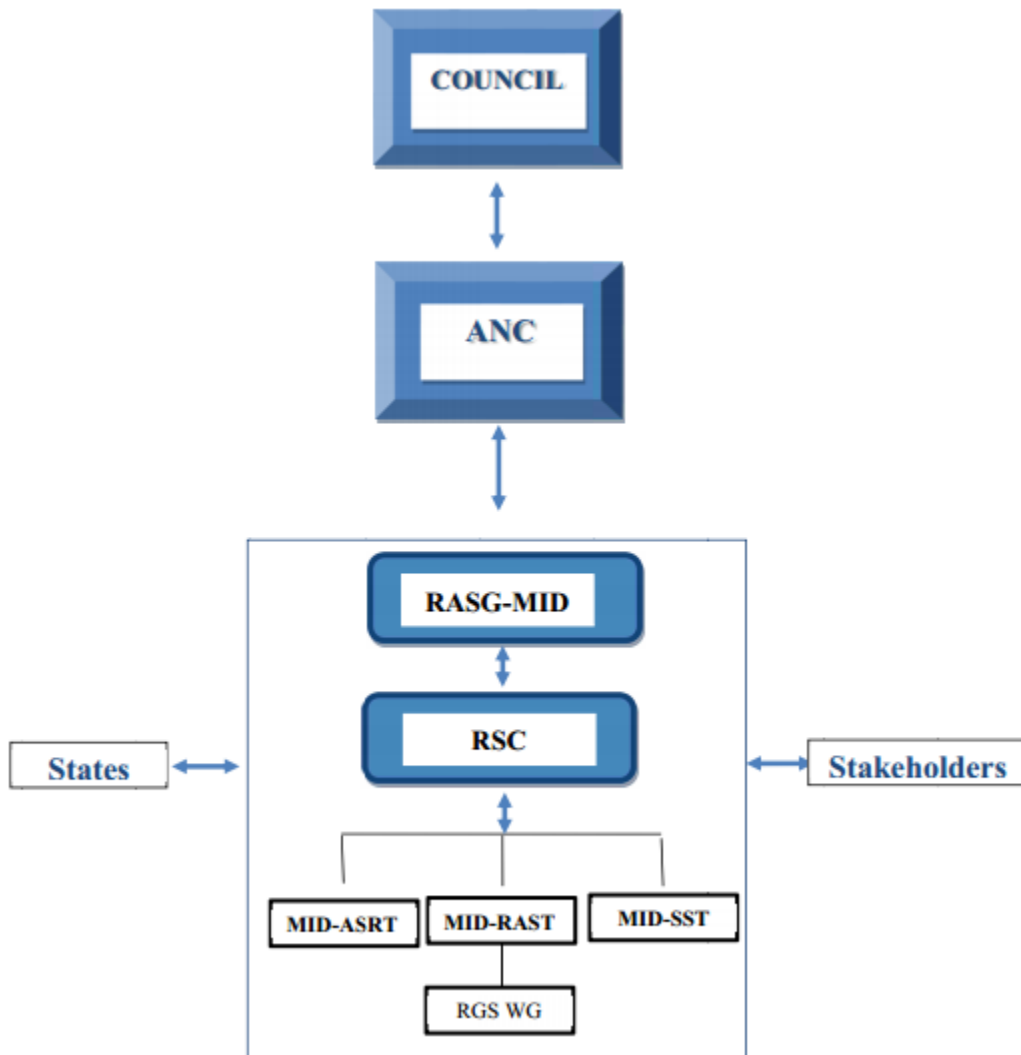
ATTACHMENT E

RASG-PA ORGANIZATION

Co-Chairperson, representing States: Mr. Oscar Derby, Director General, Jamaica Civil Aviation Authority

Co-Chairperson, representing Industry: Mr. Alex de Gunten, Executive Director, ALTA

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